

Established February, 1848.

PRICE, \$2 PER MONTH.

## Shipping

**Shipping.**

**Steamers.**

**STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.**  
(*Passing through the INLAND SEA.*)  
The P. & O. S. N. Co.  
Steamship  
 *Verone*  
Capt. P. B. SETMYOUR  
will leave for this above places on FRIDAY, the 17th inst., at Noon.  
For Freight or Passage, apply to  
H. H. JOSEPH,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 6, 1883. 43

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
The Co.'s Steamship  
*Telamon*,  
 Capt. JACKSON, will b  
despatched as above o  
FRIDAY, the 17th inst., at Noon.  
For Freight or Passage, apply to

## TEAM TO STRAIT

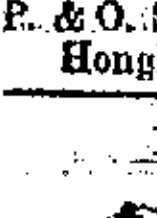
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, March 4, 1893. 41

**STEAM TO STRAITS AND BOMBAY**  
(Calling at COLOMBO) *at sufficient*  
*inducement offered.*

The P. & O. S. N. Co.  
Steamship  
Nizam,  
Capt. P. N. SELLAR, will  
leave for the above on SATURDAY  
the 18th Instant, at Noon, instead of  
previously advertised.

For Freight, apply to  
**H. H. JOSEPH,**  
*Superintendent,*  
P. & O. S. N. Co.'s Office,  
Hongkong, March 20, 1893. 42

**FOR KOBE (DIRECT),**  
The Steamship  
Kingaland



above on

20th instant.

For Freight, apply to

JOHN ANDREW,  
Agent,  
5, Duddell Street,  
Hongkong, March 14, 1893. 44

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THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

FOR LONDON VIA PORTS OF CALL

The Co.'s Steamship  
"Ensign,"  
J. CHAY, Commanding  
will be despatched  
above on or about the 21st Instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, March 9, 1893.

STEAD

LONDON, *VIA* MARSEILLES.

The P. & O. S. N. Co.  
Steamship  
*Masila*,  
Captain M. R. LONDON  
s.s.m., will leave for the above place about  
20th or 21st Instant.

For Freight or Passage, apply to  
H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office  
Hongkong, March 13, 1893.

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**SHIRE LINE OF STEAMERS.**

FOR SINGAPORE, HAVRE, LONDON  
HAMBURG AND ANTWERP.

The Steamship  
*Cordoba*,  
Captain SARGENT, will  
be despatched as above  
or about TUESDAY, the 31st Inst.

Right of Passage, ap

**DODWELL, CARLILL & Co.,**  
Agents,  
Hongkong, March 11, 1893. 38

**GLEN LINE OF STEAM PACKETS.**

**FOR MARSEILLES—AND LONDON**  
**VIA SUEZ CANAL**

The Steamship  
Glenaron,  
Capt. A. F. JACOB, will  
be despatched at 3 o'clock  
on or about FRIDAY, the 31st instant.  
This Steamer has superior Accommoda-  
tion for Passengers, and carries a Doctor  
and Stowaways.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents,  
Hongkong, March 14, 1893: 34

Selling

FOR SAN FRANCISCO.  
The 100 A. I. British Ship,  
*Celtic Chief,*  
OWEN, Master, will load here to  
the above Port, and will have  
quick despatch.  
For Freight, apply to  
SHEWAN & Co.  
Hongkong, February 20, 1883.

roduire ses Charbo  
g a confié le soin d

SHEWAN & CO.,  
Praya Central, Hongkong,  
à partir du 1er Novembre, 1892.  
Le Directeur Général de Kébao,  
HENRY PORTAL.  
Kébao le 10 Décembre, 1892.



## Entertainments.

**THEATRE ROYAL.**  
Enthusiastic Reception before a Fashionable and Crowded Audience.

**LONDON LYRIC COMPANY.**  
Proprietors—F. B. Hardy and J. S. Smith.  
Director—J. Saville Smith.

REPERTOIRE OF OVER 20 PIECES.  
Comprising the newest and most successful London productions.

**TO-NIGHT (Wednesday), 15th March.**  
Under the immediate Patronage of  
Major-General BARKER, C.B.

**'THE MAGISTRATE.'**

AND  
THE WONDERFUL SERPENTINE DANCE.

**FRIDAY, "THE PICKPOCKET."**

**SATURDAY.**

The enormously successful Comedy,  
**"THE PICKPOCKET."**

Dress Circle and Stalls 2s. Back Seats 6d.

Box Plan at Messrs. KELLY & WATSON, Ltd.

A Late Train for the Peak 15 minutes after the Performance.

Doors Open at 8.30. Commence at 9.

497 S. GENESSE, Business Manager.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

## STEAMSHIP ENTERPRISE, FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Kowloon Wharf & Godown Co., Ltd., at Kowloon, at Consignees' risk (and expense, and no Fire Insurance will be effected).

All Claims against the Steamer must be presented to the Underwriter immediately or they will not be recognized.

DODWELL, CARLILL & Co., Agents.

Hongkong, March 13, 1893. 485

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP FLINTSHIRE, FROM TACOMA AND YOKOHAMA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, March 12, 1893. 484

## SHIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. RADNORS, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Inst., at 3 p.m.

The Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, March 9, 1893. 468

## STEAMSHIP NATAL.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex Steamer Tania, and from Bordeaux ex Steamer Nantes, Bordeaux, Pt. Levy, Lorient, and Carque, in connection with the above Steamer, are hereby notified that their Goods—

being landed and stored at Kowloon Wharf and Godown Company's Godowns, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless Intimation is received from the Consignees before Noon To-day (Thursday), the 9th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Thursday, the 16th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before Thursday, the 16th Instant, or they will not be recognized.

All Damaged Packages will be examined on Thursday, the 16th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, March 9, 1893. 461

## To-day's Advertisements.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Friday, the 17th Instant, at 4 p.m., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, March 15, 1893. 500

## To-day's Advertisements.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship "Nürnberg,"

Captain B. BLANK, will leave for the above Ports,

TO-MORROW (Thursday) MORNING,

the 16th Instant, at Daylight.

For Freight or Passage, apply to

MELOHRS & Co., Agents.

Hongkong, March 15, 1893. 471

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship "Sachsen,"

Captain H. SCHMIDT, will leave for the above Port,

TO-MORROW (Thursday) MORNING,

the 16th Instant, at 9 a.m.

For Freight or Passage, apply to

MELOHRS & Co., Agents.

Hongkong, March 15, 1893. 472

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship "Wingang,"

Capt. D.A. DE ST. CROIX, will be despatched as

above on TUESDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, March 15, 1893. 499

## TO LET.

FOUR ROOMS (furnished or unfurnished) above the Kowloon Club, Kowloon, with Two BATH ROOMS.

Apply to

DORAJEE NOWROJEE, Victoria Hotel.

Hongkong, March 15, 1893. 504

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. Onya having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Inst., at 3 p.m.

The Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents.

Hongkong, March 15, 1893. 501

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

## STEAMSHIP SACHSEN, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 20th Instant, at 4 p.m.

All Claims must reach us before the 23rd Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELOHRS & Co., Agents.

Hongkong, March 15, 1893. 502

## THE VICTORIA DISPENSARY.

## Vaccine Lymph.

## PLENTIFUL SUPPLY

of fresh Vaccine Lymph of proved efficiency is now

to hand from the Institut

Vaccinogène, Saigon.

Dakin, Cruickshank & Company, Ltd.

Hongkong, March 15, 1893. 493

## To-day's Advertisements.

## PARTNERSHIP.

WILLIAM wishes to Associate with Gentlemen familiar with IMPORT and EXPORT TRADE.

Apply 'X' China Mail Office.

15th March, 1893. 503

## SHIPPING.

## ARRIVAL.

March 14—

Cape Corinto, British steamer, 1,665, Burnside, Batoum January 7, Petroleum—Omda.

Loe Sak, British str., 1,030, A. Benson, Bangkok vi Kohat-shing March 7, General—Yuen Fat Hong.

March 15—

Meefoo, Chinese steamer, 1,338, W. H. Lau, Shanghai March 10, and Swatow 14, General—O. M. S. N. Co.

Frej, Danish steamer, 307, O. L. Strand, Peking March 11, and Hongkong 13, General—KARBERG & Co.

Sachsen, German steamer, 2,576, H. Sigmund, Bremen February 1, and Singapore March 10, Mail and General—MELHRS & Co.

Omda, British steamer, 1,970, Neil Shaw, London and Singapore March 9, General—ARNOLD, KARBURG & Co.

Wingang, British steamer, 1,517, St. Croix, Calcutta February 25, and Singapore March 8, Opium and General—JARDINE, MATHESON & Co.

Asahi, British steamer, 1,067, T. Rowin, Swatow March 14, General—JARDINE, MATHESON & Co.

Fushin, Chinese steamer, 1,500, Lancaster, Shanghai March 11, General—O. M. S. N. Co.

Swatow, British steamer, 1,905, A. Murray, Kanton March 10, Coal—Mitsui Bussan Kaisha.

Asago, Japanese str., 1,321, H. Solch, Saigon March 11, Rice and Paddy—Jerrard & Co.

March 15—

Namoa, for Swatow.

Victoria, for Saigon.

Triumph, for Kanton.

Nanyang, for Canton.

Wingang, for Shanghai.

Frej, for Hongkong.

Asahi, for Amoy.

Gluckburg, for Saigon.

Myne, for Bangkok.

Tai Lee, for Swatow.

Benley, for Shanghai.

Nürnberg, for Yokohama.

March 15—

Cape Corinto, for Yokohama.

Onya, for Calcutta.

Formosa, for Swatow.

March 15—

Per Lo Sak, from Bangkok, 2 Chinese.

Per Meefoo, from Swatow, 101 Chinese.

Per Sachsen, from Bremen, Miss Christensen, Messrs Schwarzkopf, Raben, Baron Siebold, Mr Wexel and family, Miss Paterson, Messrs Paterson (2), Messrs Bass and Watt, and 269 Chinese, from Singapore.

Per Wingang, from Calcutta, 2 Chinese.

Per Frej, from Hongkong, Rev. C. Shaw, Miss Shaw and 3 children.

Per Asahi, from Peking, Mr D. Thebaud, Col. W. H. Hallett, and Mr J. M. Stephens.

Per Gluckburg, for Amoy, 6 Europeans, and 190 Chinese.

To DEPART.

Per Formosa, for Swatow, 2 Europeans, and 250 Chinese.

## SHIPPING REPORTS.

The British steamer Lo Sak reports: Fine weather throughout the voyage.

The Chinese steamer Meefoo reports: Had light variable winds and fine weather from Shanghai to port. March 14, spoke steamers Canton and Takewang, bound Swatow, off Cape of Good Hope.

The British steamer Onya reports: Left Singapore on Thursday, the 9th inst., passed Pulo Perak at 6.30 a.m., and reached Cape Padaran at noon. Reached Gap Rock at 8 a.m., and arrived at Swatow at 10 a.m. Wind, to-day, experienced moderate N.E. wind and high sea; from that time till arrival, moderate to light monsoon and fine clear weather.

The British steamer Wingang reports: From Calcutta to Penang, had moderate N.E. winds, with overcast and squally weather on approaching the land. Through the Straits, had light S.W. winds and fine weather. From Singapore, had fresh N.E. gale and rough sea. Lat. 12° N.; thence to port, moderate N.E. winds and fine weather. February 28th, spoke a S. Chedra, from Hongkong, bound Calcutta, lat. 15° 20' N., long. 92° 47' E.

The British steamer Asahi reports: Had fine weather and light variable wind, and calm throughout. Detained 12 hours at Woung Bay.

The Japanese steamer Asago reports: Fine weather throughout.

## POST OFFICE NOTICES.

## MAILS will close:—

For SHANGHAI.—

Per Sachsen. Registration, 8.15 a.m. Letters 8.30 a.m., on Thursday, the 16th inst.

For HONGKONG.—

Per Asahi, at 10.30 a.m., on Thursday, the 16th inst., instead of as previously notified.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., AND TACOMA.—

Per Meefoo, at 10.30 a.m., on Thursday, the 16th inst.

For SAIGON.—

Per Frej, at 10.30 a.m., on Thursday, the 16th inst.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., AND TACOMA.—

Per Asahi, at 10.30 a.m., on Thursday, the 16th inst.

For KUTOHINOZU.—

Per Meefoo, at 10.30 a.m., on Thursday, the 16th inst., instead of as previously notified.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., AND TACOMA.—

Per Asahi, at 10.30 a.m., on Thursday, the 16th inst.

For KUTOHINOZU.—

Per Meefoo, at 10.30 a.m., on Thursday, the 16th inst.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., AND TACOMA.—

Per Asahi, at 10.30 a.m., on Thursday, the 16th inst.

For KUTOHINOZU.—

Per Meefoo, at 10.30 a.m., on Thursday, the 16th inst.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., AND TACOMA.—

Per Asahi, at 10.30 a.m., on Thursday, the 16th inst.

For KUTOHINOZU.—

Per Meefoo, at 10.30 a.m., on Thursday, the 16th inst.

## POST OFFICE NOTICES.

## MAILS will close:—

For TIENTSIN.—

Per Doris, at 11.30 a.m., on Thursday, the 16th inst.

For AMOY, KOBE & YOKOHAMA.—

Per Meefoo, at 2.30 p.m., on Thursday, the 16th inst.

For SWATOW.—

Per Meefoo, at 2.30 p.m., on Thursday, the 16th inst.

For TAKOW.—

Per Meefoo, at 4.30 p.m., on Thursday, the 16th inst.

For SINGAPORE & LONDON.—

Per Meefoo, at 10.30 a.m., on Friday, the 17th inst.

For NAGASAKI, KOBE & YOKOHAMA.—

Per Meefoo, at 11.30 a.m., on Friday, the 17th inst.

## MAILS OF THE EASTERN PACKER.

The British Contract Packet "Hokkaido" will be despatched on THURSDAY, the 16th inst., with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi, to the Straits Settlements, Netherlands India, Barmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails.

## SOURCES OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets; when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and Circulars.</



being in lying and confession of inability to do anything.

Meanwhile the "miserable" woman left unburied and the two wounded men were kept in custody to prevent their entering a plea for justice in the regular way.

Since nothing can be done locally an appeal will be made to the Viceroy, for such unprovoked lawlessness must not be passed over.

## CORRESPONDENCE.

## THE SCARCITY OF WATER.

To the Editor of "THE CHINA MAIL."

Sir,—Please insert the following few lines in your valuable paper about the scarcity of our water supply.

The scarcity of the water supply this morning is somewhat alarming, seeing that the only water supply is now but supplemental to that of the great Tai Tam water works. Are they both insufficient? The Public was given to understand that there would always be plentiful and constant supply of water from these two reservoirs, and that there would be no fear in the future of a water famine anything like that experienced some years ago. It was for this reason that the authorities have not been filled up to-day, however, the water is more scarce than during the "water famine." At that time water could be bought from water carriers, but since the completion of the Tai Tam water works the majority of the water carriers have given up their business, and consequently although one is willing to pay a high price for a load of water it is not easy to obtain.

For instance I am residing with a family of 21 persons including 3 children, and 2nd floor of the Central District. All the supply of water that came through the pipe this morning was about a gallon.

This can hardly quench our thirst during the day, much less be of any use for domestic purposes. It is a pity that water is so scarce in the public street where water can be got, but how can family people force their way to get water through the crowded troughs in the public streets? And after 9 o'clock a.m. all water in the Colony is so scarce that the poor wretched creatures who do the best they can. This is the present state of the water supply which have paid their rates in advance. And what is to happen in the event of fire?—Yours, &c.

ANGLO-CHINESE.

## THE TREASURY DEFALCATIONS.

ALVES BEFORE THE MAGISTRATE.

Upon Captain Hastings taking the seat on the bench at the hearing of evidence in the charge brought against A. F. Alves, late Treasury clerk, by this Colonial Treasurer, Mr. Nicolson, the Auditor, who first detected the discrepancies in the books, Mr. A. E. Johnson (Crown Solicitor) again represented the Crown, and Mr. J. G. Francis, O.C., instructed by Mr. H. J. Holmes, appeared on behalf of the prisoner.

Nicolson stated—I am Local Auditor of Hongkong. I began my duties as such in April, 1890. My first step on taking up duty was to visit the different collecting departments. I visited the Treasury. I saw Mr. Alves. He took me to the Treasury, and I saw Mr. Alves and Mr. Alves. I had a conversation with the defendant. I asked him what his duties were as regards the Treasury. He told me he was in charge of the English books in which the Treasury rents were recorded, and he was responsible for their keeping. I asked him what the books were for the purpose of ascertaining myself with the method. There was a book not kept by him, but prepared in the Land Office and called the Crown rent roll. This formed the basis of the entries due for collection. The entries on this rent roll should be copied into a book kept by him, called the Treasury rent roll; but as a matter of fact, as the Crown rent roll arrived so late at the Treasury, he was obliged to take as a basis for his given year the Treasury roll of the previous year. When the Crown rent roll was received he made any differences between that and the Treasury rent roll, and at the end of the year when the accounts were closed he prepared a statement showing deficiencies. After giving other details of the various books kept by the defendant, and the system as explained to him by the defendant as to how Crown rents were collected, the witness proceeded to tell me the Chinese official, Nicolson, actually received the money and that no portion whatever of the money passed through his (the defendant's) hands; that his duties were merely to prepare the receipts, and pass them to the Chinese official, who entered the receipts in the Treasury rent roll, having prepared the receipt and the counterfoil, from the counterfoil posted the amount into his daily collection book, and also, from time to time, posted the amounts from the counterfoils into the Treasury rent roll. I asked him how he prepared the receipt if he did not know what had been paid to the Chinese official. He said as a rule when the money was sent to the Chinese official a memorandum was sent to the Treasury, and the Treasury rent roll was merely the receipt of the last half year's rent; that the memorandum was passed to him, and on satisfying himself that the Chinese official had received the money he would pass the receipt to the Treasury. I added a portion of the revenue received from Crown rents. My method in making the audit of the Crown rent was to take the Treasury rent roll, and the counterfoil receipts books, and the daily collection book, and then to see that every counterfoil in the month under examination agreed with the daily receipt book, and that the totals shown in the counterfoil receipts were duly passed through the cash book kept by Mr. Carvalho, and so to the Bank. I have also taken a certain number of counterfoils at random and compared them with the entries in the Treasury rent roll. I showed books—These are counterfoil receipts books used in the Treasury. This other book is the daily collection book for Crown Rents for September, 1892, to some time in 1893. Witness explained the composition of the book. Resuming, he said, he is the defendant's handwriting. For October, November and December, I have checked the entries in this book with the counterfoils; for December, with the assistants of my clerk. I am able to say the amounts in the counterfoils tallied with the amounts in the Treasury collection book. I remember 28th January, 1893. It was a Saturday. I was at the Treasury. I examined the counterfoils for December with the rent roll, in a room in the Treasury office. I found a counterfoil which did not agree with the Treasury rent roll. I think it was counterfoil 1078. It shows that on 23rd December, 1892, there was received from Mr. N. J. Alves a sum of \$190.36 on four inland lots for the year ending 25th December, 1892. Witness gave details of the entry, and continued—It showed a leakage of \$500. On defendant coming into the room I pointed out these discrepan-

cies. He said he could not understand it, and would enquire from Mr. Alves on the subject; that he imagined that he had carefully entered the amount shown as due for each half year in the rent roll, instead of that posted in the counterfoils, and asked if I had the book to make the difference between a letter and a man coming to pay in a cheque?—No.

He told me simply that it was his duty to prepare the receipts, pass them to the Chinese official who entered them in the book kept in Chinese?—Yes.

And you asked him to explain to you how it came about what was put in the receipt?—Yes.

Then he said that a certain amount came and an assistant himself he passed the receipt?—No. He said he did not tell you how he satisfied himself that the Chinese had received the money?—No.

Don't you think now that in connection with the audit that was the most important point of the whole transaction? That before a Treasury officer gave a receipt to one of the public for so much money received he should be satisfied that himself the Chinese official had received the money?—I should say so, before the issue of the receipt.

Can you point out any way in which he could satisfy himself that the money was there without seeing and handling it?—I said he could not have received the money.

Didn't you believe at the moment that the money was brought to him?—No.

And how could he have satisfied himself that the money was received?—I cannot tell you within Mr. Alves's room.

And yet you call yourself an auditor?—Yes.

The receipts of Mr. Alves and the Chinese official were compared daily, or were supposed to be compared daily to see if they agreed, and monthly, the auditor would compare the books.

Mr. Alves told you he never touched or handled the money—that he did not give the receipt until he had satisfied himself that the Chinese had received the money?—How was he to satisfy himself?

And you never inquired?—No.

Could he have satisfied himself before issuing the receipt of it in any way except by seeing and handling the money?—He might.

Supposing the sheriff had put his chop on the counterfoil does not that think that would have been a useful arrangement?—It might have been.

Don't you think it would have been an acknowledgment that the money was in his hands?—It might have been.

You know what is done in a Bank—a slip is given to the cashier signed by the person actually handing the money?—Yes.

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Witness was really the amount received by the sheriff. As auditor, witness was not called upon to do any such thing; his duty was to certify that the accounts were correct, not to certify that the money was received. He was a witness as an auditor and a visiting inspector, that was not a proper description. It was not quite correct that witness, as Mr. Mitchell-Innes said, visited the Treasury at irregular periods, several times in a month, in order to see if the accounts were correct, and if they were not correct, to see if they were not correct.

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Did he point out any distinction between the cases where people sent their Crown rent or when they come to pay it in person?—Not that I can recollect.

Did it strike you in studying the matter that there was a difference between a man sending a counterfoil's order in a letter and a man coming to pay in a cheque?—No.

He told you simply that it was his duty to prepare the receipts, pass them to the Chinese official who entered them in the book kept in Chinese?—Yes.

And you asked him to explain to you how it came about what was put in the receipt?—Yes.

Then he said that a certain amount came and an assistant himself he passed the receipt?—No. He said he did not tell you how he satisfied himself that the Chinese had received the money?—No.

Don't you think now that in connection with the audit that was the most important point of the whole transaction? That before a Treasury officer gave a receipt to one of the public for so much money received he should be satisfied that himself the Chinese official had received the money?—I should say so, before the issue of the receipt.

Can you point out any way in which he could satisfy himself that the money was there without seeing and handling it?—I said he could not have received the money.

Didn't you believe at the moment that the money was brought to him?—No.

And how could he have satisfied himself that the money was received?—I cannot tell you within Mr. Alves's room.

And yet you call yourself an auditor?—Yes.

The receipts of Mr. Alves and the Chinese official were compared daily, or were supposed to be compared daily to see if they agreed, and monthly, the auditor would compare the books.

Mr. Alves told you he never touched or handled the money—that he did not give the receipt until he had satisfied himself that the Chinese had received the money?—How was he to satisfy himself?

And you never inquired?—No.

Could he have satisfied himself before issuing the receipt of it in any way except by seeing and handling the money?—He might.

Supposing the sheriff had put his chop on the counterfoil does not that think that would have been a useful arrangement?—It might have been.

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## REPORT ON THE EFFECTS OF THE LATE FROSTS ON VEGETATION.

The following report has been made by the Superintendent of the Botanical and Afforestation Department on the effects of the late frost on vegetation.

Hongkong, 24th February, 1893.

Sir,—The unprecedented cold weather which the region about Hongkong was recently subjected to calls for some notice to be taken of it by this department, as far as the effects on the vegetation are concerned. The effects of the severe low temperature which was experienced, therefore, I have the honor to submit a brief report which it may be considered useful to put on record.

1.—The highest point of the Garden is 820 feet above sea level; the lowest part 175 feet. Some plants of the same kinds which were damaged at the upper portions were unharmed at the lower parts of the Garden.

2.—Of exotic trees planted on the hills (Albizia lebbek, Alnus, Robinia, etc.) the majority of the trees have been killed, and some of the trees have been killed.

3.—On the 15th of January the thermometer fell to the minimum of 39° Fahrenheit, and on the 16th, at 9 a.m., it stood at 35°.

4.—On the 17th the thermometer stood at 31° at 9 a.m., which was the lowest temperature observed at the Observatory. During this period the sky was overcast except for a short time about noon on the 17th, but on the morning of the 18th it was clear and the sun shone brightly throughout the day, the temperature having risen to 43° at 4 p.m.

5.—Unfortunately there are no official records of temperature at Victoria Peak, 1,818 feet above sea level, but, by such information as could be obtained from private observers in the hill, district and elsewhere, it is found that the temperature was about 25° or 24° F.

6.—On the river at Canton, and at other places on this port and that place, low temperatures were recorded in the reports of the steamships Peking and Hwang.

7.—In the harbour the rigging of ships was coated with ice.

8.—Since the Observatory records began in 1884 the temperature has not fallen so low as now, at the Observatory, below 40° degrees F. I remember on one occasion, I think about 17 years ago, ice was found at Victoria Peak, but there is no record with my experience, which extends back nearly 22 years, when ice was observed below 1,700 feet.

9.—The continued low temperature combined with fall of rain from an apparently warmer stratum of air above resulted in the formation of ice varying in quantity from a thin coating on the upper leaves of pine trees growing at 300 feet above sea level to a thick encasement of perfectly transparent solid ice of 6 inches in circumference on the blades and buds of grass at the summit of Victoria Peak. The grass blades themselves, which were the foundation on which the ice accumulated, were not more than an eighth of an inch in diameter, yet the formation of ice was so gradual that with the enormous accumulation of ice, which became its own support, the blades retained their natural position, or but slightly bent position.

10.—The ice was so gradual that with the enormous accumulation of ice, which became its own support, the blades retained their natural position, or but slightly bent position.

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## Mails.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.  
N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
HAMBURG, NEW YORK AND  
BOSTON.  
SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S STEAMSHIP  
BOHILLA, Captain W. J. NANTHES,  
with Her Majesty's Mail, will be de-  
parted from HONGKONG, SATURDAY, 13th  
MARCH, at 10 a.m., for BATAVIA, TO-  
MORROW, the 14th March, at 10 a.m.,  
connecting at BOMBAY with S.S. ROME  
which vessel takes on her cargo for  
LONDON, via SUEZ CANAL, leaving that  
port on the 6th APRIL, 1893.  
Cargo will be received on board until 4  
p.m. Parcels and Special (Gold) at the Office  
until 4 p.m. on the day before sailing.  
Silk and Valuables for Europe will be  
transhipped at Colombo; General Cargo  
for London will be conveyed on Bombay.  
Tea will be sent either via Bombay or  
Colombo according to arrangement.  
For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, HONGKONG.  
The Conditions and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bill of Lading.  
Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.  
This Steamer takes Cargo and Passengers  
for MARSEILLES.

H. H. JOSEPH,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 15, 1893. 439

## NOTICE.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON;  
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N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
HAMBURG, NEW YORK AND  
BOSTON.  
SPECIAL ONLY LANDED AT PLYMOUTH.

ON WEDNESDAY, the 22nd March,  
1893, at Noon, the Company's S.S.  
CALEDONIAN, Commandant FLENDIN,  
with MAILS, PASSENGERS, SPOILS,  
and CARGO, will leave this Port for the  
above places.  
Cargo and Spoils will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal ports of Europe.  
Shipping Orders will be granted till  
Noon.  
Cargo will be received on board until 4  
p.m., Spoils and Parcels until 3 p.m. on  
the 21st March, 1893. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).  
Contents and value of Packages as re-  
quired.  
For further particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, March 8, 1893. 456

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.  
China, via Honolulu, WEDNESDAY, Mar. 22.  
Peru, via San Francisco, SATURDAY, April 8.  
City of Rio de Janeiro, TUESDAY, April 27.

THE U. S. Mail Steamship CHINA  
will be despatched for SAN FRAN-  
CISCO, via NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONO-  
LULU, on WEDNESDAY, the 22nd  
March, at Daylight, taking Passengers and  
Freight for Japan, the United States, and  
Europe.  
Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
Honolulu, and passengers are allowed to  
break their journey at any point en route.  
Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers, and to the  
principal cities of the United States or Canada.  
Rates may be obtained on applica-  
tion.  
Through Tickets issued passengers to  
Europe or to cities in the United States or  
Canada are good for transportation to the  
Missouri River, by the CENTRAL and UNION  
PACIFIC RAILWAYS only. East of the Mis-  
souri River, passengers have the choice of  
various Railway lines to New York, via Chi-  
cago, St. Louis, Niagara Falls, Washing-  
ton, Philadelphia, etc.  
Particulars of the various routes can be  
obtained on application.  
Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.  
Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
discount does not apply to through fares  
from China and Japan to Europe.  
All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.  
Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 72, Queen's Road Central.  
J. S. VAN BUREN,  
Agent.  
Hongkong, March 14, 1893. 456

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China, via Honolulu, WEDNESDAY, Mar. 22.  
Peru, via San Francisco, SATURDAY, April 8.  
City of Rio de Janeiro, TUESDAY, April 27.

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION)

Mogul, Thursday, March 16.

Victoria, Tuesday, April 4.

Tacoma, Tuesday, May 2.

THE Steamship MOGUL, Captain

Goelz, sailing at Noon, TO MOR-

ROW, the 16th March, will proceed to

VICTORIA, B.C., and TACOMA, via

SEASIDE, INLAND SEA, KOBE and

YOKOHAMA.

Through Bills of Lading issued to Japan,

Pacific Coast Points, and to Canadian and

United States Ports.

Consular Invoices of Goods for United

States Ports should be in company's hands;

and one copy must be sent forward by the

steamer to the care of The General Agent

Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with

address marked in full by 5 p.m., on the

day previous to sailing.

For further information as to Passage or

Freight, apply to

DODWELL, GARRELL & Co.,

Agents.

Hongkong, March 15, 1893. 457

## Occidental &amp; Oriental Steam-

## Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE

VIA

THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgia, TUESDAY, March 30.

Oceanic, v. Honolulu, TUESDAY, April 13.

Gaelic, v. Honolulu, TUESDAY, May 9.

THE Steamship BELGIA will be

despatched for SAN FRANCISCO,

via NAGASAKI, KOBE, INLAND SEA

and YOKOHAMA, on THURSDAY, the

30th March, at 1 p.m., connection being

made at Yokohama with Steamers from

Shanghai.

Steamers of this line pass through the

INLAND SEA OF JAPAN and call at

Honolulu, and passengers are allowed to

break their journey at any point en route.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers, and to the

principal cities of the United States or Canada.

Rules may be obtained upon application.

Through Tickets issued passengers to

Europe or to cities in the United States or

Canada are good for transportation to the

Missouri River, by the CENTRAL and UNION

PACIFIC RAILWAYS only. East of the Mis-

souri River, passengers have the choice of

various Railway lines to New York, via Chi-

cago, St. Louis, Niagara Falls, Washing-

ton, Philadelphia, etc.

Particulars of the various routes can be

obtained on application.

Special rates (first class only) are granted

to Missionaries, members of the Naval,

Military, Diplomatic, and Civil Services,

to European officials in service of China

and Japan, and to Government officials and

their families.

Passengers who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year, will

be allowed a discount of 10 per cent. This

discount does not apply to through fares

from China and Japan to Europe.

All Parcel Packages should be marked to

address in full; and same will be received

at the Company's Office until 5 p.m. the

day previous to sailing. Parcel

Packages will be received at the office until

5 p.m., same day; all Parcel Packages

should be marked to address in full; value

of same is required.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco

in the United States, should be sent to the

Company's Office in Sealed Envelopes,

addressed to the Collector of Customs at San

Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, March 14, 1893. 454

Wine and Spirit Merchants,

13, QUEEN'S ROAD.

Hongkong, August 19, 1891. 1613

ALDBECK, MACGREGOR & Co.,

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